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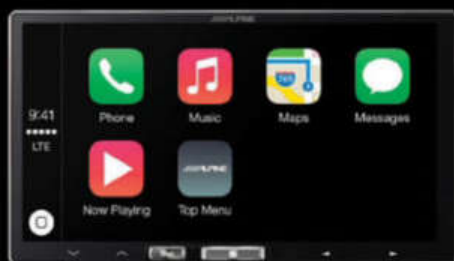


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# AROUND THE WORLD

**E**very issue we show you examples of the great work Aussie workshops and enthusiasts are capable of when they put their minds to it. I get a real kick out of letting as many people as possible know about the awesome projects, groundbreaking builds and game changing products that Australians create and it's what motivates me to keep making a mag full of cool cars, cool stories and cool people.

I also get a strange sense of pride from seeing Aussies doing good things overseas. I'm not talking about big-time motorsport personalities like Daniel Ricciardo either. I'm more interested in those people and organisations that make something good and then head overseas to take on the big names in their field. It's especially satisfying to see them succeed when they're effectively selling ice to Eskimos as happens so often when people from outside the United States of America try to get a look-in with something they've made for the world of modified cars.

Whether you realise it or not, Australia makes some of the best motorsport equipment on the planet and it's used by some of the fastest teams in the world. Who can forget the big red PWR logo on the heat exchanger of the RBR F1 car from a couple of years ago for example? And that's to say nothing of cylinder head designs, intake manifolds and more. The list goes on and on.

One area where Australian brains excel is in the arena of engine control systems. Many of the brand names we take for granted as Aussie car enthusiasts are sought after items by car guys and girls the world over. While we still only account for a small percentage of the international market, companies like Haltech are making big waves overseas and being noticed for all the right reasons.

If you follow the Performance Garage blog or Facebook page you may already have seen Haltech's recent involvement in the Discovery Channel show and worldwide television smash hit, Street Outlaws. While the show itself has only recently begun to broadcast the first Haltech equipped car, (Joe Woods/Dominator's purple Dodge Dart that came out of nowhere to kick some butt in Vegas), the behind-the-scenes work is ongoing with more and more of the show's stars making the switch to Haltech EFI.

When I last spoke to Castle Hill Performance's Dale Heiler about the project, he'd just returned from Oklahoma where he'd been helping the Haltech team with the second round of EFI conversions, this time swapping Derek's 'Silver Unit' Camaro and Azn's 'Dung Beetle' over to the new Haltech Elite ECU. He told me that the American's were already talking up how easy the Elite is to use and how well it controlled their multiple stages of nitrous. That they're confident with it from the get-go really does speak volumes for the product, especially when you consider that these fellas have come from a setup they know well and used for years and changed their carburetors, distributors, ignition boxes and timing controllers for a little black box of tricks they knew nothing about. It was a big leap of faith for all of the racers but from the results I've seen and the extra power they're all making, I'm a believer now too!

We're lucky to have some of the best engine management and tuning talent on the planet right here in our own back yard. It's something you can be proud of but more than that, it's something you should take advantage of.

Keep buying the excellent gear that Haltech and other Aussie companies produce and not only will you have an excellent product supported by Australian owned companies, you'll be helping the local industry thrive. And that's good for all of us.

See you next time.

Adrian



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**SO HOW  
MUCH TRAINING  
DO PILOTS GET  
BEFORE THEY  
ATTAIN THEIR  
WINGS AND DOES  
THIS TRAINING  
DIFFER TO WHAT  
GOES ON WITH  
DRIVING MOTOR  
VEHICLES?**



## FLYING HIGH ON SKILL

**A**s I pen this column I'm flying from Perth to Sydney. Flight time is about four and a half hours giving me plenty of time to review things. Getting on board the Virgin big bird is a process with experienced staff ushering you to your assigned seat. At 35,000 feet you feel like things are seamless, not a care in the world. Looking around the cabin some people are reading newspapers, others watching in-flight entertainment, some sleeping, with yours truly writing.

I bet not one passenger is thinking of what is going on up front in the flight deck; by the way that's the politically correct term for 'cockpit.' Our first and second officers dressed in uniform are taking us on a journey and you guessed it, our lives are totally in their hands! How would passengers feel if the pilot came over the airwaves saying, "Good morning folks, you're on flight XYZ to Sydney with flying time being blah, blah, blah. By the way, this is the first time I've flown an A330 - 200, the last plane I flew was a single-engine Cessna,"? Imagine the mayhem, total panic, oh my god we are going to die. Before you cancel your Velocity membership, what I've outlined is hypothetical. So how much training do pilots get before they attain their wings and does this training differ to what goes on with driving motor vehicles?

Many years ago I had the privilege of flying a Qantas 747 400 jet and it was a truly mind-blowing experience. You ask - how is this so and is the 'Luffman' a pilot? No, I'm not, but I was a VIP guest that got to fly a simulator worth about \$15M. These mega machines are the real deal with sick bags handed out just in case. A client of ours who was also invited along laughed when handed the bag, later in the flight the last laugh was on him. We were taken through a series of emergency situations with loss of one engine, then two plus horrific wind shear that moves the aircraft around like a roller coaster. The chief instructor always remains calm and in control, his hands close by to take control. During landings your brain is racing, you're so busy checking instruments, getting lined up knowing passengers are expecting a perfect touchdown. The instructor will not let you crash, it's not part of the plan and incredibly expensive to repair hydraulic rams. In fact his hands and feet are on the controls making adjustments to any errors I'm making. You can't imagine the pressure, responsibility, no time to panic, you just have to get this on the runway. A female voice says one hundred over the speaker above my head meaning one hundred feet. My throat is tight, perspiration of tsunami proportions, come on 'Luffman' get this right. At this stage my guest is road testing his sick bag thinking we will crash. Through good management, damn great instruction and a fair bit of instructor assistance the 747 - 400 is on the deck. There is no luck, no flipping a coin, it's all about pilot knowledge, experience and continuous training, that's right - re-testing.

Apply this competency based philosophy to our public roads, you can see flying in a jet aircraft is by far the safest option. The many times I've been fortunate to experience the Qantas simulator has opened my mind to the benefits that professional training delivers. Sadly Government bureaucrats like to pull the handbrake on driver training, claiming - 'It makes drivers over confident.' So it's ok to have highly experienced and confident pilots controlling our skies, yet we have incompetent drivers who only managed a reverse park to get their drivers licence. Governments know their system for driver assessment, learning and competency is wrong, yet they keep selling the general public the same old story. Could it be they see road carnage as good business with the medical industry paying billions in taxes? You know the political attitude - 'These people need customers to stay in business so a bit of road carnage generates cash flow, employment and taxes.' Cynical as this may seem, Government statistics for road trauma don't lie compared to airline safety. It's comforting to know as I write this column that the highly experienced Virgin flight crew are planning a perfect landing in Sydney. Getting into a taxi, hanging on for dear life, praying for survival and mixing with untrained, unskilled drivers, for me I will continue to fly and stick to the race track where speeding is legal.

See ya next time.  
Luffy



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# MONEY FOR NOTHING



**EXPERT COLUMN:**  
**SPEAKING THE TRUTH**  
**JOHN HAMILTON**

**When it comes to building engines, we all know someone who's been left with a boat anchor**

I was on the phone with a good mate of mine the other day, and he had the absolute shits because once again he was bleeding money out his pocket – his engine had basically imploded. Now many us car guys are quite familiar with that scenario, and I bet a fair few more of you are even more familiar with the rest of this story.

See, my mate had done the 'right' thing and gone to a well-known workshop that supposedly knew what they were doing. He didn't cheap out on parts, he accepted what the 'expert' was advising him to do, and he handed over the cash for a dynoed engine putting out the performance he was after to put in his dream car he was building.

But he was doomed... Right from that moment.

What he could never have known was that he had paid cash for a ticking time bomb waiting to implode. This supposedly reputable workshop had created a visually 'pretty' engine with all the external shine, but the quality of machining, internal parts used and assembly was the concoction of some prehistoric cave man. Now don't accuse me of picking on cave men, but this was the cave man who always managed to set his grass skirt on fire when trying to keep warm in his cave.

After only a few thousand kays on the road, the warning signs of oil-fouled plugs appeared, then a comp and leakdown test came back poor.

Engine out, sump off, and it was an abomination inside. He was now the proud owner of a boat anchor.

Whether building engines, having mods done to our cars, or even regular servicing, most of us have been left with some sour taste when it comes to customer service. And that's why when we finally meet a workshop or mechanic who does right by us, we treat them like our new best mate. We recommend them to our friends and family, we get on Facebook or whatever and speak highly of them and their work. Good old-fashioned word of mouth recommendation.

With social media there's nowhere for the dodgies in our industry to hide now. Everyone will very quickly voice their opinion if they have had a negative experience with a business or individual. Sometimes such criticism may be from people who are a bit naïve and making unfair accusations, but I reckon 90% would be telling the truth.

So if you know of an Aussie workshop, mechanic or automotive professional that you reckon is the duck's guts, tell the world about it, and also let me know so maybe we can help them out too by emailing me at [john@performancegarage.com.au](mailto:john@performancegarage.com.au). Let's make sure we support those who support us in this industry.

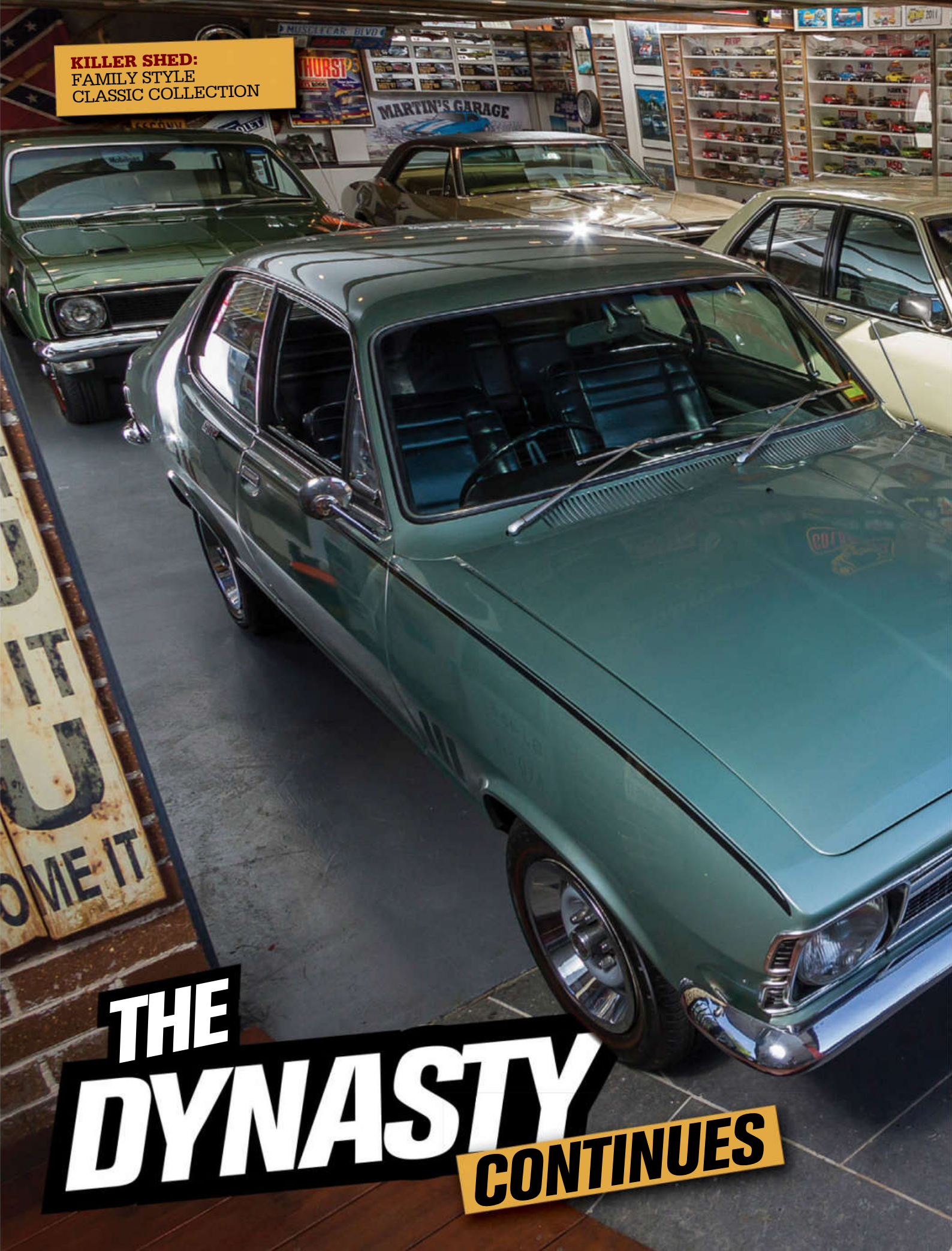
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**KILLER SHED:**  
FAMILY STYLE  
CLASSIC COLLECTION



**THE  
DYNASTY  
CONTINUES**





STORY AND PHOTOGRAPHY BY BEN HOSKING

**Martin Muscat and his incredible collection of classic muscle cars and memorabilia continues the impressive extended Muscat family motoring dynasty in style**



**KILLER SHED:  
FAMILY STYLE  
CLASSIC COLLECTION**

If the Muscat name sounds familiar, you're right. It wasn't long ago that we featured another Muscat on the front cover of Performance Garage in the shape of Anthony and his fantastic collection of Camaros (and an in-the-build Monaro). As it turned out, Anthony was also related to a former PG cover star – Martin Hermida and his collection of muscle cars (see breakout). Well, both Martin and Anthony had news

for us: there was another car-crazy Muscat with an equally impressive collection lurking in a suburban Sydney garage.

This is how we met Martin Muscat and his very welcoming family and his family of classic muscle cars.

"I first got started into cars with my dad when I was growing up," Martin says. "He always came home with a different car as he was a panel beater."

**"MY DAD ALWAYS SAID TO ME AND MY BROTHER, 'IF YOU ARE GOING TO DO IT, DO IT RIGHT'" – MARTIN MUSCAT**

The engine bay of the '67 RS SS is flawless and concours ready, including chalk marks, factory stamps and of course, that awesome BBC wearing the rare triple carb' intake







The SS now wears the SCUBEDU plates Martin's old '66 Mustang used to wear



We'd go so far as to say this was even better than new

## 1967 RS SS CAMARO

By far the standout vehicle in Martin's garage is his latest completed project – this gorgeous 1967 RS SS Camaro. It's been on the boil now for eight years and only recently finished. "It was in average condition when I got it," he says. "Now it's time to show her off and drive it!"

It's an original big-block car and numbers-matching. Martin has restored it to concourse level, including all

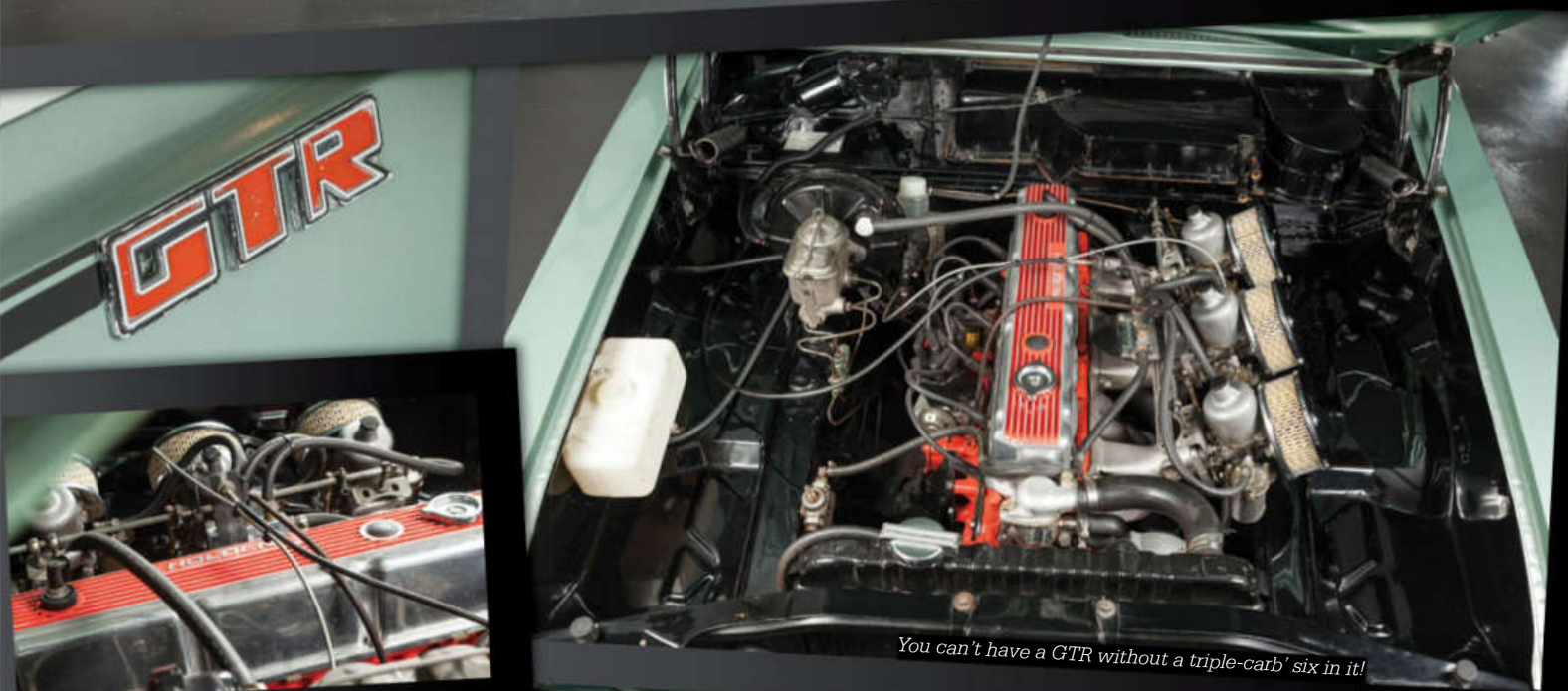
the chalk marks and factory stamps you'd have expected back in 1967 – in the engine bay, under the car and everywhere else. The results of his hard work are incredible and as good as – or better – than new. Martin says Chip Foote and Charlie Hutton have also expressed their admiration for the rebuild. High praise indeed!

This beast will one day fall into the hands of Martin's youngest son, Blake – who is only 10 right now. Sometimes it's a good thing to be the youngest kid in the family!





**KILLER SHED:**  
FAMILY STYLE  
CLASSIC COLLECTION



## LC GTR

Both this LC GTR and the LX SL/R have been in the family almost as long as Martin's HJ Monaro – bought during the Monaro's rebuild so his sons would have something to drive as they got their licenses (lucky buggers!). In true GTR fashion, the car is powered by a 186ci six wearing triple carbs. Martin says the car is largely original, “just detailed” and is in amazing condition when you consider it was driven around by a teenager for quite a while. Like all his vehicles, Martin says he's not the owner, just the custodian. His 26-year-old son Chris owns it.

*Crazy in these times of nutso resale prices that Martin's son used this GTR as his first daily driver!*



## LX SL/R

Martin's son Mat owns this 1976 LX SL/R. It was a one-owner car when Martin originally bought it and remains in original condition today. Except for some wear and tear on the cloth trim, it's in incredible 'survivor' condition and was purchased so Mat would have something to drive when he got his license. One can only imagine the fun times Mat must have had rolling in this thing in his teens. Our jealousy meter is reading off the charts right now.



The original, one-owner LX is still powered by the same 308ci Holden V8 it came with and is backed by the factory auto



The trim has seen better days, but is in pretty good condition when you consider the car was built in 1976 and has been punted around by teenagers



**"THE SPECIAL MOMENTS FOR ME ARE WORKING ON THE CARS WHEN MY BOYS AND GRANDKIDS ARE OUT THERE WITH ME" – MARTIN MUSCAT**





**KILLER SHED:  
FAMILY STYLE  
CLASSIC COLLECTION**



Martin's son-in-law Riccardo shares the family's love of cool old tin, too. His 1975 XB GS is all stock original and runs a 351ci V8, with no modifications save for the alloy wheels



Son-in-law Riccardo with his two boys

"My first Aussie cars included an HQ Holden one-owner silver with a black vinyl roof, column shift with bench seat. Then I had an EH that I did a little build on, with a respray and replaced the motor with an XU1 motor and gear box. It was never allowed to have a V8 in it, as once my dad brought home a HJ GTS Monaro and I took it with my now brother-in-law to buy a box of beer and on the drive I pulled a donut and clipped the gutter and popped the tyre!"

Martin grew up learning how to wrench on cars with his dad, Tony, learning by trial and error and listening to his wise words. "My father would have to be my biggest influence and inspiration," he says. "He was always around cars teaching me things, how to repair them and always said to me and my brother, 'If

you are going to do it, do it right'."

It wasn't until the late 1990s that Martin discovered his passion for American muscle cars and built his first – a '66 Mustang convertible – with his father. Known as SCUBEDU, the silver blue roofless was a true ground-up rebuild and Martin still considers it his favourite project to date. His dad also rebuilt a Mustang, a rare Shelby 'rent-a-racer'. "Unfortunately we had to sell them both a few years later," Martin says. "I got my hands on a few HQs. HJs and an HJ SL which I sold. Then I got back into the American muscle. In the meantime my two eldest sons were getting ready for their licenses, so my eldest, Chris, got an LC GTR and my Mat got an LX SLR. At the time I was building my HG Monaro."







*This gold 1967 RS Camaro convertible is currently 'owned' by Martin, but he tells us that it'll be handed down to his daughter Katrina. It's powered by an RPO 250ci six and it's pretty much as it came off the boat from the USA, save for some of that magic Muscat detailing*





**KILLER SHED:**  
FAMILY STYLE  
CLASSIC COLLECTION



**ALL IN  
THE FAMILY**

The Muscat family motoring dynasty is something that has unfolded in front of our collective Performance Garage eyes over the last 12 months. We first came into contact with the clan via Martin's brother-in-law Martin Hermida and his collection of US muscle cars that we featured on the front cover. Martin then told us about his brother-in-law Anthony Muscat (Martin's brother), who owns four more amazingly restored muscle cars including three Camaros and an HT Monaro. We featured him and his collection on the cover, too. Between the three brothers, we count some 14 classic cars and untold amounts of cool motoring memorabilia. Name another family like this! No, really. Name them and send us the details!





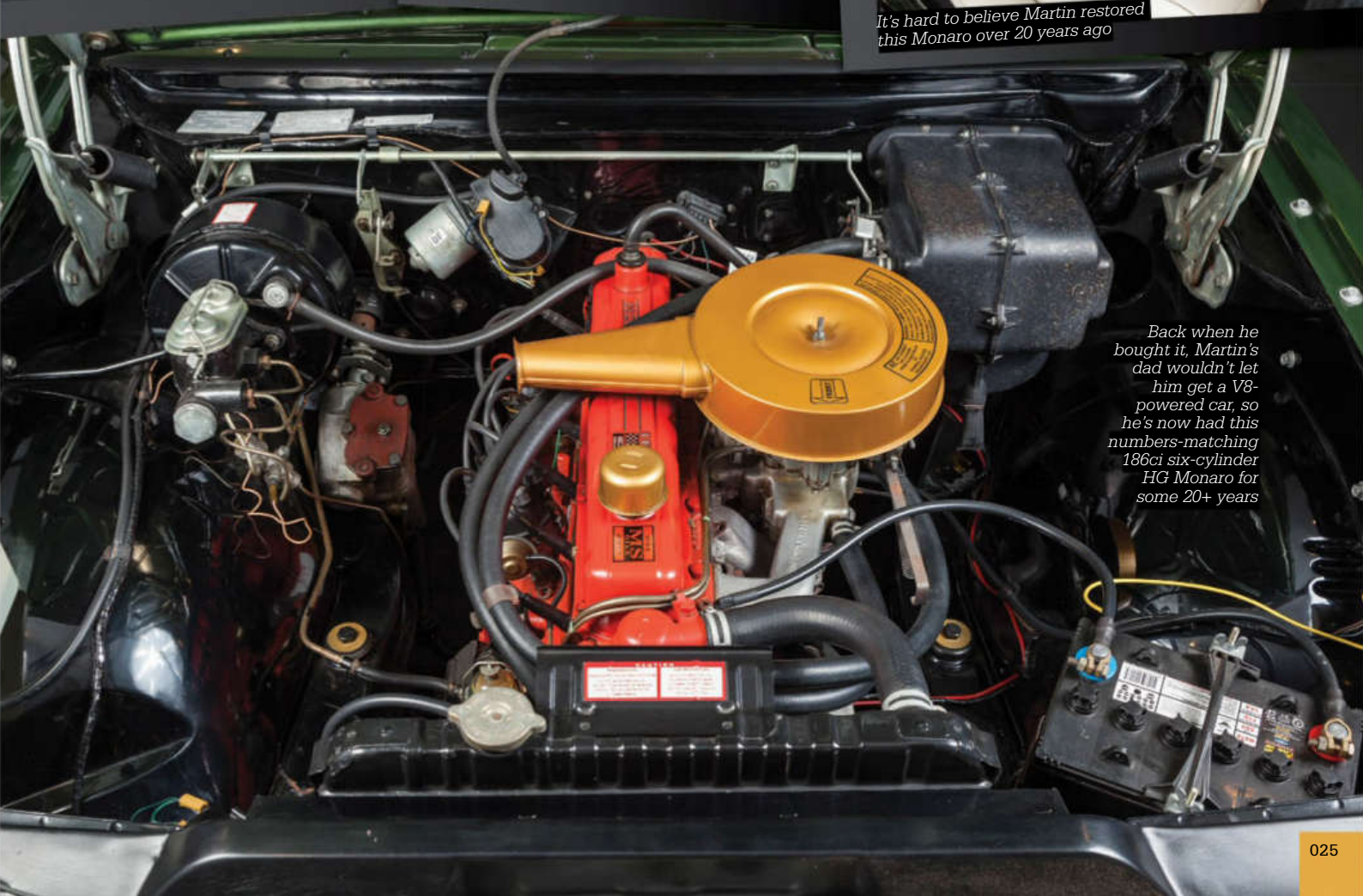
## 1970 HG MONARO

It's hard to believe that this pristine HG Monaro was originally rebuilt over 20 years ago by Martin and his dad, Tony. At the time, Tony wouldn't let Martin buy V8-powered cars after some youthful exuberance saw dad's HJ GTS clip a gutter, blowing a tyre during a burnout. So, his numbers-matching GTS is still powered by its original 186ci six and Trimatic 3-speed.

"I say my wife is the true owner of the car," Martin says. "It's her favourite." A one-owner car when he found it, the two-year rebuild and constant garaging sees the coupe still looking brand new all these years later.



It's hard to believe Martin restored this Monaro over 20 years ago



Back when he bought it, Martin's dad wouldn't let him get a V8-powered car, so he's now had this numbers-matching 186ci six-cylinder HG Monaro for some 20+ years



## KILLER SHED: FAMILY STYLE CLASSIC COLLECTION



Every nook and cranny of the four-car garage is filled with interesting memorabilia

Martin isn't sure just how many model cars make up the Muscat family collection, but we hazard a guess that it's in excess of a 1000. His kids also add to the mix, finding stuff he doesn't have



The trophy cabinet includes silverware dating right back to Martin's first forays into restored and modified muscle cars



All four of Martin's kids are into the classic car lifestyle, too. In Martin's mind, each one is the true owner of one of the cars in his impressive collection and he's simply the custodian



Martin credits his late father Tony with his love of restoring classic cars and is sorely missed

Martin's dad Tony sadly passed on in 2004, but that tradition of working on cars together and handing down mechanical skills and a love of cars continues between Martin and his children, Katrina, Chris, Mat and Blake – and the grandkids, too. "The special moments for me are working on the cars when my boys and grandkids are out there with me, hearing the cars start for the first time and every now and then my wife and daughter popping their heads in to help out and make us lunch, tea and heaps of coffee!

"I'm in the garage almost every day, playing around with the cars," he continues. "When my mates come we are in there talking car stuff and remembering the good old times."

We're in the process of digging into the Muscat family tree for more automotive treasures and cool memorabilia collections. Who knows what we'll find, but be sure to stay tuned for more in future issues of PG! PG

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**EPIC EVENT:**  
CRUISIN CLASSICS  
2015 HOT ROD NATS



Daniel Cox's '36 Morris 8 never fails to attract a buzz. It's like some nightmarish Ed Roth cartoon come to life!



Young Darcy and his dad Ben must have taken hours to get around the whole show due to people like us stopping them for photos all the time



**THE OTHER**

**NATS**



STORY AND PHOTOGRAPHY BY BEN HOSKINGA

## Canberra's Summernats aren't the only week-long nationals to attract scores of entrants and thousands of punters

Matt's retro beast came out of Webby's Speed Shop in the Newcastle suburb of Carrington and our sister magazine *Genuine Hot Rods* featured it on the front cover. With bold orange candy metallflake, white fur trim and orange window tinting, it's hard to see why it's such an attention magnet





**EPIC EVENT:  
CRUISIN CLASSICS  
2015 HOT ROD NATS**

**T**alk about unlucky. The 2015 ASRF (Australian Street Rod Federation) Newcastle Nationals took place over the week of April 1st and the weather was, shall we say, sketchy. With the ASRF claiming that this year's event boasted the lowest entry fees in 10 years, it was always going to be a big show and that meant a lot of rodders pouring into NSW's second largest city from all corners of the continent. Many of them poured in, in pouring rain.

Thursday and Friday were entrant-only days, with the Thursday offering tours through the city and a night cruise that from what we heard from some of the locals was very impressive. Friday offered entrants access to the Newcastle Harness Racing Club that played host to this year's Nationals, free kids' amusement rides, driving events at Ringwood Motor Park as well as a tour through the Lost in the 50s museum.



Owners brought their rods from as far as Queensland, Victoria and even Tasmania. Tassie-resident Crossy brought this excellent example of early 1990s styling in the shape of a Willys. It was running a Hemi and boasted pastel colours and grey trim that brought back plenty of memories of times gone by



Patina was a big hit at this year's Nats



Dale Meredith's insane Willys featured something a number of other rods on show did over the weekend: damp interiors. But that didn't stop him enjoying himself and answering plenty of questions from enthusiastic punters. It runs a blown 406ci BBC and boasts a number of cool features like its unusual centre console and obligatory parachute



And the award for 'Most Chopped' goes to...







**THERE MUST HAVE BEEN AT LEAST 10,000 PEOPLE, ALL OGGLING THE GLORIOUS COLLECTION OF VINTAGE METAL AND MODERN 'GLASS BODIES ON DISPLAY**





**EPIC EVENT:  
CRUISIN CLASSICS  
2015 HOT ROD NATS**

While Saturday saw the first day of the show for the public, Mother Nature handed the event a very soggy blow, with showers on and off all day – at times very heavy. This caused some traders and entrants to leave early and we can't imagine what life was like for those brave enough to take up the option of camping on-site!

Thankfully, things looked much better come Sunday morning and the public turned out in droves to witness what must easily have been the largest congregation of hot rods and kustoms in Newcastle... well, ever. The harness racing track (a large sandy/dirt oval track) was completely lined with vehicles both on the inside of the track and outside. By the time mid afternoon was rolling around, the centre of the track was starting to fill, too!



*Wayne and Julie Marshall drove their elite-level '33 Ford from Moruya for the event. Unveiled at MotorEx last year, it's been registered for two years and they say with the first year's life as a show car done, it's now time to drive it and enjoy it*







Cusso Bill had one of his rods out on show – an awesome channelled model-A that was for sale, if you're interested

Bob Bowman has lived and breathed the hot rod scene for some 45 years (including running Street Rod Accessories in Smithfield for decades) and he brought his latest creation to the Nationals: a tricky little phantom model-A tourer. Powered by a very neat SBC, it boasts trad'-looking wires, '32 grille and the exhaust outlets coming through the rails



Webby's Speed Shop's Tony Webster also had his shop truck out on show



Laune Bellette and his mates drove out three of his eccentric creations from his Sydney base, including this Morris 48 (which rides on a Mitsubishi van platform and is powered by a SBC/T700) and Diamond-T truck



RACING



Michael Morris' sled is a true thing of beauty. He once told us he rarely gets it out on the street due to the heavy handed nature of the local police on the Central Coast





**EPIC EVENT:  
CRUISIN CLASSICS  
2015 HOT ROD NATS**

Filling any remaining gaps were what must have been at least 10,000 people, all ogling the glorious collection of vintage metal and modern 'glass bodies on display. Just look at the photos to bear witness to how packed things were getting by early afternoon. Best yet, the rain stayed away. Owners were out in force in the morning drying off their wet and in some cases muddy cars. Some were mopping up saturated floor and interior coverings. Yet, despite the soaking many received simply getting to the event, there were smiles all around. In fact, we reckon some of the biggest smiles were coming from those affected most – such is the spirit flowing through most of the rodding scene.



Kayleen Maguire has been into hot rods for over 40 years and has owned no less than seven other T-buckets in her time (as well as other types of rods). She valiantly drove this pristine example all the way from Brisbane for the show, pushing through plenty of rain along the way. What a trooper!



It's not often you come across a modified car that actually encourages audience participation. 'Fatty the Rat Rod' welcomes people (including greasy handed kids) to jump up on the expansive front bench and get up close and personal. There are illustrations lining the door trims explaining the truck's evolution. What a cool idea







Ray Cruise drove this sleek 'glass 1937 Ford custom from Sydney in torrential rain. At one point, the suicide door flung open at 100km/h, damaging the 'glass but thankfully no one was hurt



Laurie Grima's mind-blowing '55 Chev is probably the best-known of its kind in the country and for good reason. Even now, some 10 years after its third rebuild (he's had it for 35 years!), it's still in perfect condition



## DESPITE THE WEATHER, WE RECKON THE NEWCASTLE NATIONALS WERE A SUCCESS





**EPIC EVENT:  
CRUISIN CLASSICS  
2015 HOT ROD NATS**



Peter McCleverty and his wife drove their 1928 Ford pickup all the way down from Toowoomba – a trip totalling 1300kms. Like most entrants, this included driving through some pretty horrible weather. This is Peter's first hot rod build, having previously stuck to straight restos



V12 roadster. Yeewwwwww!



This track-style T-bucket had people scratching their heads, including ours thanks to its little turbocharged 4-cylinder engine. The engineering looked amazing



If you still had any energy left after walking around the show and shine area (which probably took you two or three hours) there was also a trade display area with around 50 businesses selling hot rod and vintage wares. Whether you wanted engine parts, 'glass rod bodies or rockabilly clothing, there was something for everyone. Having spoken to a few of the traders, it turned out they were no less effected by the rain, with the undercover stabling areas that were used for the stalls overrun with water in some parts. Gotta love a wet car show!

Despite the weather, we reckon the Newcastle Nationals were a success – at least as far as spectators and the number of entrants goes. It was truly a spectacle to behold that surely won't be repeated in this town again anytime soon. Given Newcastle's rich rodding past, we hope we'll see the event return here much sooner than later. **PG**



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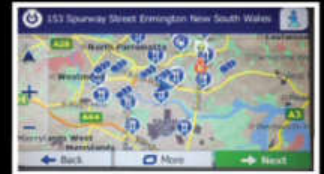


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**PERFORMANCE PROFILE:**  
AUTOMOTIVE ART  
BEN HOSKING

We go behind the lens and chat with regular Performance Garage contributor and automotive photographer Ben Hosking about his transformation from writing about cars to shooting them.



# ***EVOLUT***



*This behind-the-scenes image shows Ben's typical setup for photographing engine bays, with two main lights firing through white umbrellas, one each side. He often uses another bare flash under the engine firing upwards for more drama*



# ION

# THEORY



**PERFORMANCE PROFILE:**  
AUTOMOTIVE ART  
BEN HOSKING

**"I JUST FELL IN LOVE  
WITH THE PROCESS  
AND HAVE BEEN USING  
IT EVER SINCE"  
- BEN HOSKING**





If you've been reading modified car magazines for a while, Ben Hosking's name will probably feel familiar to you. Ben's been working for car magazines here and overseas for over 15 years now and has been involved in various facets of the industry, from editorial and production to photography and videography. According to Ben, about the only thing he won't do is advertising sales.

## CAREER SO FAR

Having started in the mid-1990s writing for music papers in the Newcastle area, Ben got his start in car magazines around 1999-2000 with some freelance work for titles like Street Machine and Car Kulture Deluxe in the USA before landing a job as a feature writer with Street Commodores at the start of 2003. It was a dream job for Ben, joining the likes of Jason Gray and Scott Taylor on his favourite mag'.

"I couldn't really believe I was getting paid to hang out and talk about cars all day, drive the latest Commodores and travel around the country to attend all the top car shows at the time," he says. "I loved it then and I still love it now – although the sense of mystery and excitement has long since disappeared!"

Ben worked his way up the ranks, eventually becoming editor of Street Commodores, earning his stripes as editor of Aussie Brutes and Xtreme Holdens along the way. During this time, he also organised the first Street Commodores Cruise for Charity event – something he's still immensely proud of today. "I love the fact that the event still exists today, raising money for sick kids. It must have raised over half a million or more by now."

During his seven years as a full-time staffer with Street Commodores, Ben used his existing interest in photography to help photograph car shows, cruises and tech stories. "I loved watching our in-house photographers shooting feature cars and always had a passion for quality car photos," he says. "I learned a lot from guys like Jim Skouras, Dean Summers and Phil Cooper who all worked at Express Publications over the years. If I wasn't asking questions, I was silently taking mental notes on how they were doing things."



Ben worked with the guys at The Chop Shop three years in a row, photographing Miss Chop Shop for their annual MotorEx campaigns

Ben has shot dozens of front covers for Performance Garage and our sister magazines including Street Commodores, Zoom, Fast Fours and more



This shot of the Rotormaster/GAS Racing workshop for Performance Garage might look quite natural, but was actually the result of five or six images blended together





**PERFORMANCE PROFILE:  
AUTOMOTIVE ART  
BEN HOSKING**



## IN THE BAG

Ben's camera gear kit bag is expansive, but not all of it is used all the time, with certain equipment suiting certain image styles and lighting conditions. He uses two Canon camera bodies (5D MkIII and a 7D) and three Canon lenses (24-70mm f2.8L, 70-200mm f2.8L IS and an EF-S 10-22mm super wide for the 7D). Most of the other stuff you see in the image is lighting equipment, with his kit bag carrying nine speedlite flashes and a series of radio triggers for remotely triggering them. While he may only use three flashes at a time to light a car, Performance Garage shoots can often make use of all nine. The LED video light panel (top right) is what he uses to light his amazing night shots. Not pictured is a wealth of hardware, like light stands, clamps and light modifiers (umbrellas, softboxes etc).



'Rig Shots' like these are created using an 18ft alloy pole and some industrial-grade suction cups. The pole is attached to the car, with the camera attached at the other end. The car is then slowly and smoothly rolled forward or backward by pushing it. A series of images are taken and then blended together in Photoshop, with the rig cloned out to complete the image



## MAKING THE JUMP

At the start of 2010, Ben went out on his own and became a freelance contributor to Street Commodes, as well as a host of other national and international titles – making good use of the networking he'd done over the years (at last count, he reckons his work has appeared in over 50 magazine titles here and overseas). Up to that point, he'd never shot a proper magazine car feature.

"I was nervous as hell," he says. "I bought myself a proper DSLR and some flash gear and sought some advice from other shooters like Jun Sawa. I got to a point where I felt I'd done all the research I could and just made the jump."

Today, that jump must seem a distant memory, with over 200 cars and custom bikes shot for magazines around the world. "I still get anxious before every shoot," he says. "I used to hate the feeling until someone suggested that it means I still care about what I do. I try to keep that in mind."

## LEARNING

While Ben eagerly credits photographers like Victorian Jun Sawa for their help in giving pointers and advice on the art of photographing cars, he says all too many treat knowledge like power – power is good and no one else should have any. As a result, Ben made the decision early on to share his experience and knowledge with whoever wants it.

"I can't thank Jun enough for the time he gave me when I was first starting to shoot cars. Other guys I thought might have offered advice due to our existing working relationships often shut the door, so to speak. So these days, I am more than happy to share what I know."

"I probably answer a couple questions from people starting out and other pro- and semi-pro guys every week. I like to think I get just as much back from some of those guys as I offer them. I ever started a Facebook page devoted to the 'light painting' technique I use so other photographers could share and learn together."

"I believe that if you're confident in your ability, it should make no difference if everyone in the world knows how you do what you do and you shouldn't think of sharing your experience as creating some kind of threat to your business."





From time to time Ben likes to experiment with 'trick shots' using various lighting tools to create arty effects like this Harley Softail image. He created it using a 56-LED strip attached to a piece of timber, a couple of 9volt batteries and a momentary switch





**PERFORMANCE PROFILE**  
AUTOMOTIVE ART  
BEN HOSKING



**"I COULDN'T REALLY BELIEVE I WAS GETTING  
PAID TO HANG OUT AND TALK ABOUT CARS  
ALL DAY" – BEN HOSKING**



*Phil Kerjean's monster VC wagon was shot for the cover of Street Commodores. The smoke effects were added in post-production*





## TECHNIQUE

Perhaps the images Ben is best known for are the ones taken at night using a 'light painting technique'. Most of the shots in this spread have been taken this way, using a video light (or other constant light source, as opposed to a flash) to 'paint' the car with light during a long exposure (see breakout). Ben says it's a technique he saw guys overseas using and went about trying to find more information on the process online before first using it in mid-2013.

"I first used the technique on a shoot with a beautiful Mustang Fastback," he says. "I'd been carrying this new gear in the boot of my cars on a few shoots, but hadn't gotten around to using it. But on this occasion, I just wasn't liking the results I was getting from my then-usual flash equipment.

"So, I set up my little LED video light and a cheap softbox and gave it a go. I got immediate results and just fell in love with the process and have been using it ever since. It's great for low-light and night time shoots where you can use long exposures."

## THE FUTURE

Ben says he's a firm believer that you only stop learning the day you die and as a result he's always watching and trying to learn from other international professionals whose work he admires. "So much of the top end commercial and advertising work I see just makes me want to sell up and do something else," he says. "But I have to always try and remind myself not to compare my work to others'. It's bloody hard, though."



## IT'S A PROCESS

Ben uses a 'composite' approach for most of his main, exterior automotive shots – rarely capturing what he wants with a single frame. This is no more prevalent than when he's shooting at night. Here, he uses multiple images to construct the final shot, lighting the car from different angles using his LED video light panel to 'paint' the car with light while the camera's shutter is open. Depending on the location light conditions (like street lights etc) and the colour and style of the car, these images can be made up of anywhere between three and 15 images and they're all compiled in Photoshop and blended together to create what you eventually see in the magazine. The shooting process can take between three and five hours, while the post-production process can take eight to 12 hours for a full shoot.





**PERFORMANCE PROFILE:**  
AUTOMOTIVE ART  
BEN HOSKING



A behind-the-scenes shot of Ben at work shooting the 7sec 'NITTO II' Skyline for the front cover of Zoom magazine at Sydney Dragway. A single large flash unit was used to light the nose of the car. The sun lit the rest



He's a member of the AIPP (Australian Institute of Professional Photographers) and enters its annual state and national competitions where he's placed as a finalist in the NSW Commercial category twice and received numerous silver awards for his work. However, he reckons they don't quite get the context of his editorial work. "I think they judge it as though it's advertising-style work where a single image needs to tell the whole story – unlike editorial work," he says.

"I still love what I do, all these later. I'm hoping I can screw another 15 years out of it!" PG

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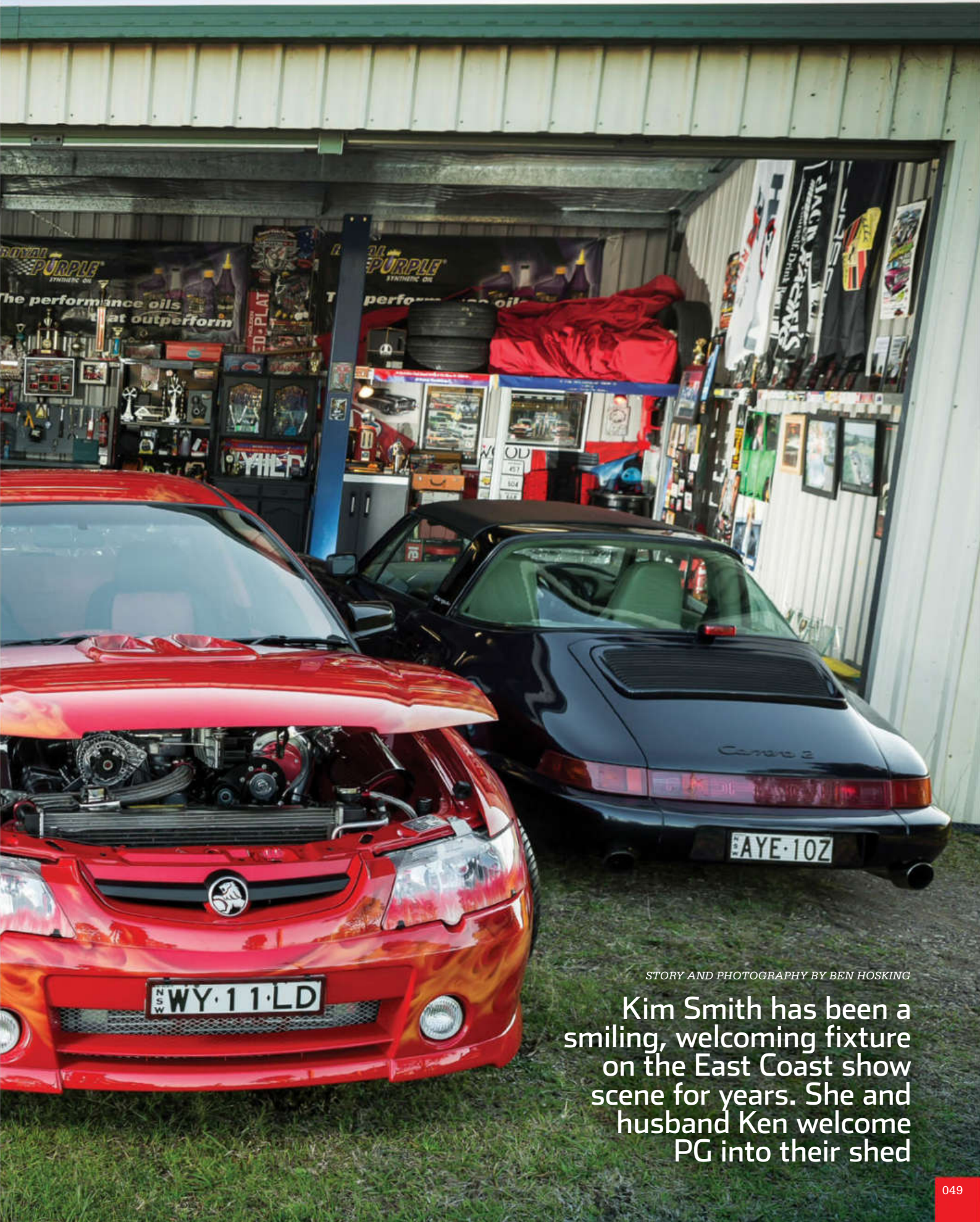


**KILLER SHED:**  
COUNTRY STYLE  
KIM AND KEN SMITH

# HORSES AND HORSEPOWER







STORY AND PHOTOGRAPHY BY BEN HOSKING

Kim Smith has been a smiling, welcoming fixture on the East Coast show scene for years. She and husband Ken welcome PG into their shed



**KILLER SHED:**  
COUNTRY STYLE  
KIM AND KEN SMITH



*There's plenty of audio artillery out back to make a ruckus at car shows and it uses Rockford Fosgate gear almost exclusively*



*With each successive rebuild, Wildfire just gets better and better*

## WILDFIRE

If you live on the East Coast and have been to a few shows in your time, chances are you've seen this Red Hot 2003 VY ute in the flesh. It's been a pretty constant fixture on the scene for about a decade and has changed plenty in that time. The 2003 VY S-pack started life as a stocker, but Kim has systematically transformed it into the multi-award winner you see now, complete with blower, trim, paint, wheels and the mother of all stereos. So good is her pride and joy that it's taken home four Summernats Top 60 trophies.

The ute retains its original Ecotec V6, but features a Raptor blower kit that helps the VY make 231rwhp. It's not all about power though, with a heap of excellent detail throughout the car, including the clean, black-painted undercarriage and detailed suspension. Inside, the custom black and red leather and suede interior continues the flame theme which is perhaps best depicted in the mural work all over the exterior. This amazing airbrush work includes a depiction of her late son Matt on both flanks, seen playing his beloved guitar.



OBJECTS IN MIRROR ARE LOSING

No matter where Kim drives the ute, she takes Matt with her

The tray install looks good from any direction!

The modified car scene plays host to the gamut of humanity. There are all kinds of people, from the good to the bad and everything in between (like the truly weird). Then there are people like Kim Smith and her husband Ken. If you live on the East Coast and have been to a few shows in your time, chances are you've met Kim – or at least seen her and her brilliant red and muralled VY ute, known as Wildfire.

We've known the Hunter Valley resident since she and her ute started popping up at car shows around a decade ago – instantly memorable for her perpetual smile, genuine, positive attitude and warm hugs. Over the years her VY continued to develop and improve – a fact reinforced by multitude of trophies she took home with her from every event she drove the

ute to. Indeed, four Top 60 trophies at Summernats are among her most prized.

That seemingly endless optimism was rocked in late 2011 when her son, Matt, was killed in a car accident a mere two kilometres from home on a foggy stretch of road – a collision with a truck. "Matt was lost in the fog, following the white line to see, blinded by the one street light there he didn't see the lights of the oncoming truck until it was too late," Kim says. "His accident was ruled age, inexperience and severe prevailing weather conditions".

"I came so close to walking away – more than most people realise. On the day he was killed I threw out trophies and anything that reminded me of my life with cars. Thankfully [my husband] Ken retrieved them. But how could I be a Mum who lost a son to the roads AND be an avid car enthusiast?"

The Raptor-blown V6 puts a fire into the ute's belly. Kim installed the kit herself at home in the shed



**KILLER SHED:  
COUNTRY STYLE  
KIM AND KEN SMITH**

After some time to grieve and reflect, it was the very same car scene that helped convince Kim to continue on with the ute. "I cannot – ever – thank them enough for the love, support and encouragement that they have provided to me and that they continue to show to me," she says. "I can honestly say that I feel like I have a family of thousands that stand with our family on the really tough days."

Those tough days might visit a little less often now, four years on, however Kim has been able to focus some of her energy into creating a fitting tribute to Matt, through the ute. "When I decided to keep going I struggled to find a way to build that loss and also a sense of celebration for Matt's life in the ute," Kim says. "I wanted to stay with the theme (fire) and was very lucky to meet a young lady called Mel Carroll at a car show. I wanted flame that swept from the front of the ute to the back and for that flame to sweep through an image of Matt playing his beloved guitar. She absolutely nailed it. The flames do just that, with no panel left untouched, sweeping through Matt and up into a heart of flame on the hard lid."







## THE MALOO

This 2011 VS HSV Maloo is Kim's latest toy and she's loving every cubic inch of the torque and power it has to offer – although it seems she's already over the current power figures. By the time you're reading this, Streamline Automotive will have fit the new LSA blower kit to the 6.2L LS3, including an upgraded ZL1 intercooler hat, Harrop oil cooler, smaller blower pulley and "whatever else the budget will allow for".

Right now the ute makes 450rwhp thanks to the aftermarket cam' swap and OTR CAI already fitted and Kim has had some fun with the current setup down the strip, running a few black-tracking ETs at Sydney Dragway. The horsepower bug has truly hit. "First run down the quarter mile was amazing," Kim says. "The only impedance to that car at this point is me. But I have a new adventure and new focus with it... I have now got my CAMS licence, completing the basic CAMS official training and will be doing a whole lot more on track and at the drag strip. That thing makes me smile like a stupid school girl at summer camp!"

*The Maloo is pretty stock for now, with a genuine LSA blower kit already purchased and about to be bolted on by the lads at Streamline Automotive*





**KILLER SHED:**  
COUNTRY STYLE  
KIM AND KEN SMITH

## KEN'S PORSCHE

Ken has loved Porsches since he was in primary school, but it wasn't until a near-fatal motorcycle accident in 2002 that he finally realised his dream of owning one. "I nearly died when a truck turned in front of me while I was riding a Kawasaki ZX-9 I owned at the time," he says. "I had just sold it and was taking it for a roadworthy to make sure the buyer knew he was getting a well looked after bike. I nearly died at the roadside with critical injuries that saw me in intensive care for weeks. The bike was destroyed. I had just put a deposit on a Guards red 944 that

was immaculate. That car was the one that got away... When I got better and we recovered financially, I gave in and bought the car I really wanted.

That car is the 1979 911 Carrera you see here, wearing a 1990 964 body kit with matching automatic rising rear wing. Ken found the car as-is, complete with the 3.2L EFI engine conversions and 915 5-speed gearbox. It makes 215rwhp, which Ken has put to use around Eastern Creek. "Let's just say it wasn't speed limited," he says, with a smile. Seems both Ken and Kim share the same addiction!

The 911 wears a 1990 964 body kit and raising rear spoiler



Ken's two favourite toys: his 1979 Porsche 911 Carrera and his motorcycle





The original engine was swapped out by its former owner for a newer 3.2L EFI version

Wildfire is full of fond memories for Kim. The ute represented her first new car purchase and it was love at first drive – “smitten”, she says. “Owning it unlocked the heritage of modification and car preparation that my father gifted to me. He was a mechanic that modified just about anything he touched (speedboats/lawnmowers/cars/bikes...) and was a proud race competitor in Speedway. I didn’t know it at the time or really appreciate it, but my Dad gave me that genetic connection to do what I have done. I miss him so much because he would have loved to see Wildfire gather four Summernats trophies.”

With the recent purchase of the matching red VE Maloo (see breakout), Kim’s love of utes, red and horsepower is expanding – rapidly. As nice as the VE range of HSVs are, Kim and Ken’s ute already boasts a cam’ swap and OTR CAI setup, but Kim tells us an LSA blower kit is on the way. It’s all about more power – Kim’s addiction is seeing to that. A recent trip to Sydney Dragway only reinforced the ‘need for speed’.

However, Kim isn’t the only one in the relationship to suffer from a deep love of all things automotive. The long-suffering Ken also endured his own automotive addictions – in his case, they’re decidedly more European. “When I was a kid in primary school, a Viper green 911 drive past one day and the different sound of the engine got my attention,” he says. “It looked different to anything I had ever seen before and one of the older kids said ‘There is a Porsche’. It was love at first sight, I guess.”

Incredibly, it wasn’t until 2002 that his love affair could become real and he bought his first (and so far, only) Porsche. The 1979 911 Carrera (see breakout) is probably a close second in the love stakes, but a total glamour nonetheless. A member of the Porsche Club, Ken has had the opportunity to cruise his coupe with other like minded owners, as well as punting around the track at Eastern Creek. Even Kim has had a drive, although her driving style didn’t quite agree with the stiff-collar types in the club!

Ken says buying a Porsche is like buying into “a family and history that’s rich and colourful – everything just works and stands the test of time”





## KILLER SHED: COUNTRY STYLE KIM AND KEN SMITH

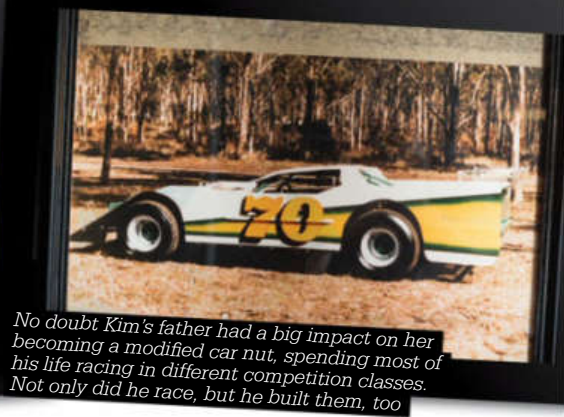


The garage plays host to more than just cars, with this display board paying tribute to both son Matt and her late father

Wildfire has won a huge stack of silverware over the years, testament to both the ute's charms and Kim's eagerness to get out there and show the ute



Kim, amongst some of her spoils, with her favourite trophy – for Top Murals at Summernats 27 – which depict 'Angel Matt' and his guitar



No doubt Kim's father had a big impact on her becoming a modified car nut, spending most of his life racing in different competition classes. Not only did he race, but he built them, too



Kim loves this collection of her father's documents: the main one being a fine for "protruding limb" back in 1970! Seems the coppers have always been dishing out ridiculous fines

"This was given to me by Chris Stoj, who owns a Top 10 Street Machine COTY Falcon from a few years back (SICKXW). After Matt was killed he drew Wildfire from Facebook photos and gave to me. It's how he reached out to show his love and support that means so much"

Both Kim and Ken love hanging out in the shed, working on their cars or simply enjoying the memories that line the walls. "I'm probably out there every couple of days," Ken says. "If I'm looking for Kim, I'll always find her out there."

I like my garage much more than my house. Really! It is not only where the cars are but more importantly – where

the memories are," Kim says. "I'm always tinkering or learning something up there. Some days I just sit at the table with a drink in my hand and reflect on how lucky I am to have family, support and cars as toys in my life. Whenever people pop in we end up in the shed. A few drinkies may follow... and the bar fridge gets a workout in Summer!" PG





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**SHARED WORKSHOP:**  
JAMIE KUHN AND  
KRISTIAN GOLEBY

Jamie Kuhn of Forced  
Performance and Tuning  
shares a workshop with his  
mate Kristian Goleby who  
operates Goleby's Parts

*Words by Sam Hollier Pics by Daniel Ward*







# **TWO IN ONE**



**SHARED WORKSHOP:**  
**JAMIE KUHN AND**  
**KRISTIAN GOLEBY**

**N**ormally when we look at a workshop it's about one business. They get started in different ways, and with a different number of people kicking things off, but the most common thread between them is that it is one parent operation, even if it has two or more sides (trading names) to it.

In this instance, two mates who have known each other for fifteen years are operating independent automotive businesses under the one shared workshop roof in Toowoomba, Queensland. The first is Jamie Kuhn's Forced Performance and Tuning, and the second is Kristian Goleby's Goleby's Parts. Each of these is a two-man operation and whilst there's a bit of an overlap in their products and services they each focus on different segments of the modified car market and happily refer customers to each other.



*Forced Performance and Tuning's mechanic Brendan, operating the jack, helps remove the black XR6T's transmission for it to be taken away for some work*







## JAMIE KUHN

Jamie has been operating Forced Performance and Tuning from its current location in a workshop complex on Vanity Street since 2010. His primary focus is dyno tuning and he also provides bolt-on upgrades to compliment and further enhance the gains that are to be had from manipulating the strategy on the car's ECU (engine control unit) or PCM (powertrain control module).

Jamie says he has been into cars since he started going to the Fast Fours and Rotaries Jamboree events from about the second one back in the '90s. In terms of getting the shop up and running he says he actually started out part-time selling some parts and tuning cars on a dyno that he rented time on elsewhere in town.

Before going full-time with his own workshop he also used his fabrication skills working for Kyle Hopf at 6Boost for a few years, making manifolds and welding together other pipework to their high-quality specifications. When his own parts and tuning operation got too busy to keep doing it part-time he left 6Boost to establish Forced Performance and Tuning as a full-time operation.

Jamie was on his own in the workshop initially, although he used to get some help from mates, and then to install the parts he was selling he employed a qualified mechanic full-time for a few months before Brendan (himself a licenced mechanic) began filling that role at about the beginning of 2014. Meanwhile having his own shop has also enabled Jamie to get his own chassis dyno so that he can continue providing his tuning expertise as a key service to customers.



**SHARED WORKSHOP:**  
JAMIE KUHN AND  
KRISTIAN GOLEBY

*The Mustang was in for Forced Performance and Tuning for Jamie to fabricate some custom headers and tune it again. It had already been in on a previous occasion for a bigger supercharger and a tune*







**IN JULY 2012 KRISTIAN STARTED AT HOME AND  
AFTER JUST SIX MONTHS IT HAD OUTGROWN  
THE STORAGE SPACE AVAILABLE**

## **FPT CARS**

Jamie got known for his tuning abilities back when he still considered it a hobby by playing with Ford's XR6 Turbo Falcons. He has tuned many of them, and his primary claim to fame in this regard is JET066, the quickest street-driven XR6 Turbo to date with an 8.90@158.48mph in road trim inclusive of a full interior and the factory IRS rear end, plus a set of 275 radials. Built

for John McKean this is a car that both Jamie and Kristian have been involved with for quite a while now and it is currently parked in Jamie's home garage.

In the shop Jamie had some customer cars and his own 800rwhp streeter. The orange Mustang was in for fitment of a larger supercharger, a custom tune and for Jamie to make a custom set of headers for it, and the purple XR6 Turbo (with an XR8 bonnet) was in for an upgrade to the

injectors and a custom dyno tune.

The black XR6 Turbo is Jamie's and it has a 6Boost exhaust manifold, a 4in single exhaust system, an aftermarket intake manifold and intercooler, an upgraded fuel system and surge tank amongst many other modifications, and Jamie has tuned it to make the aforementioned 800rwhp. The black car was actually on the hoist that day to have its transmission removed for some work.



**SHARED WORKSHOP:**  
JAMIE KUHN AND  
KRISTIAN GOLEBY



*Kristian Goleby to the  
right of the pic with his  
full-time employee Nick  
to the left of shot*





## KRISTIAN GOLEBY

Kristian's story is similar in that he too was selling parts online and operating out of home until his operation just got too big to stay there. The 30 year old's background is working for a retail auto parts store for about seven years during his 20s so it's the kind of work he familiar and comfortable with.

In July 2012 he started at home and after just six months it had outgrown the storage space available so in early 2013 he moved Goleby's Parts into the same industrial unit as Jamie's Forced Performance and Tuning, the two sharing the space, the rent and even the customers.

Kristian's focus is providing parts for Japanese imports like Toyotas and Nissans, as well as local stuff like Falcons and Commodores, plus complete turbocharger kits, fuel system upgrades

and other aftermarket hardware to make various cars go faster. He believes his customers are split fairly evenly between the following five groups; walk-ins, eBay, website, Facebook and phone orders.

Kristian also has his own employee and Goleby's also do installation work. Like Brendan, Nick is a qualified mechanic, specifically a Toyota-trained technician. Nick has been working for Goleby's since the start of 2014 and Kristian is about to put on another person as we write this.

Kristian's personal goal is to be the number one Australian distributor for as many of the companies he deals with as possible. He has already achieved it with Garrett, reckons he turns over more 6Boost product than 6Boost sell directly themselves, and he is looking to do the same with others like Turbosmart. Goleby's also do their own brand of hoses and fittings in various sizes which are included in their turbo kits.





**SHARED WORKSHOP:**  
JAMIE KUHN AND  
KRISTIAN GOLEBY

## KRISTIAN'S TOYS

Many of the cars Kristian supplies things for are also the kinds of cars that he likes to play with himself. The current shop van, for example, is far from your ordinary Hiace. It is a 1976 Corolla sedan delivery (that's a 2-door wagon, or a panel van without a raised roof) with a turbocharged Toyota 1JZ 6-cyl making 669rwhp, so when he goes to make a quick delivery that's exactly what happens.

The conversion was obviously one of the challenges of getting a straight six in such a short engine bay. The firewall had to be moved back substantially, so much so that Kristian jokes "one of the cylinders is in the car with me". Even with the bigger engine and all its supporting turbocharger hardware, and a driveline compatible with 669rwhp, the vehicle itself still only weighs 1050kg.

Kristian has had many other cars from his first of a 2L Mk2 Escort coupe with Dellorto carbs through a Cortina with an EFI Crossflow Ford 6-cyl to many turbo 4-cyl and 6-cyl Toyotas; some carby, most EFI. His current project at home is a 1981 Toyota XT130 Corona with another 1JZ in it. This car is nearly finished and he's looking to make 750rwhp and run 8-sec passes on the quarter mile. **PG**

*Jamie's own black XR6 Turbo has a pile of mods and makes 800rwhp*



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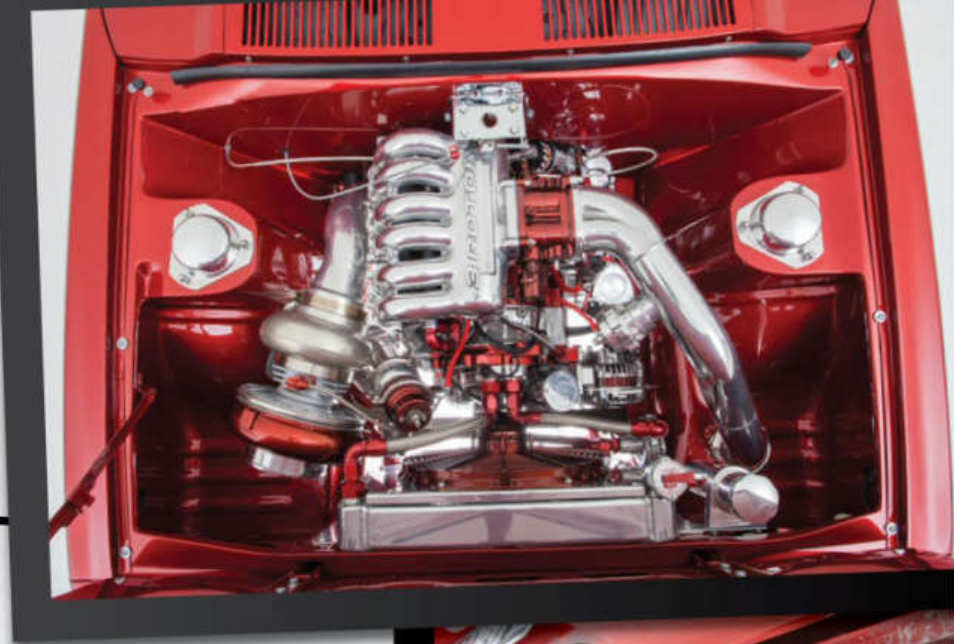
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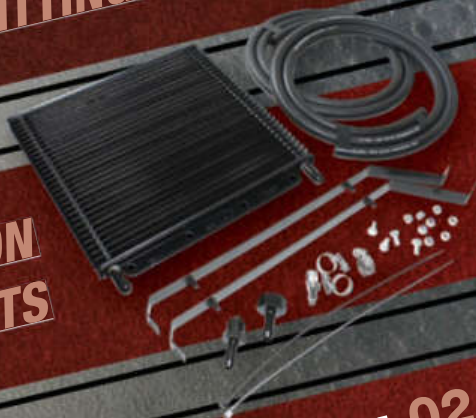
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**SNAPSHOT:**  
BYRON PROUSE  
TUFF EH





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Says Byron, "I have always wanted an EH due to all my family owning one previously." He built this largely to be a daily driver that he could show at as many places as possible. Two years in his ownership have made it precisely that.

Future plans are to supercharge the old girl and call it a day. As you can see in the photos there, Byron has even managed to construct a mini version of the EH for his boys complete with exterior colour and all the trimmings. It ain't running a V8 yet, but given the muscle blood that runs in the family, a bigger version will be on its way once the boys come of age.





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An advertisement for Wakefield Park. It features a blue sports car (likely a Nissan Z) driving on a track. A large, stylized arrow graphic points upwards and to the right, containing the text 'SPEED OFF THE STREETS' and 'DRIVE YOUR CAR ON TRACK'. The Wakefield Park logo is in the top left corner. At the bottom, it says 'NO SPEED LIMITS' and provides the website 'WWW.WAKEFIELDPARK.COM.AU' and the address 'BRAIDWOOD ROAD, GOULBURN, NSW'.



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